



HAMMER & CYCLE
Dec 1995 (Mar. 96)
Vol. 2, No. 2

Classifieds...

(continued from last page)

WANTED: Kick stand pivot/foot peg bar for MZ TS-125. (same as the 250 model). Also need tool box cover. Also desire NOS 250cc bore and piston kit for same. Dave Najarian, 517 [redacted]

For Sale: Lots of NOS East German MZ parts, 150-250 and ISDT. Send 1.00 cash (refundable) and a two stamp long envelope for the BIG List. All new, perfect 1974 road tests, manuals, owner/shop copies, tanks, seats, fenders, pistons, engines, factory tools. 11 piece set of genuine MZ tools now \$39.95 + \$10.00 postage. Ken Krauer, [redacted]

For Sale: (1) JAWA Tranzimo moped, 1970s vintage, for parts, mostly complete, \$100 or will part out. (2) Nice maroon 1cyl. JAWA, 175cc., 60s vintage, complete \$250. (3) Jawa 350 twin parts, including sheet metal, call or write with description of part. (4) Pannonia gas tank with good emblems, \$100. (5) Pannonia? head light shell, (no reflector or lens) with speedo and switch, \$35. Ken Krauer, [redacted]

WANTED: Ideas on compatible carburetors for 1980 Dnepr MT-10-36, with side car. Have Bing carbs now. Need windshields for bike and S/C. Also need rubber solo seat, pillion, and grab ring. Darryl Stotski, 517 [redacted]

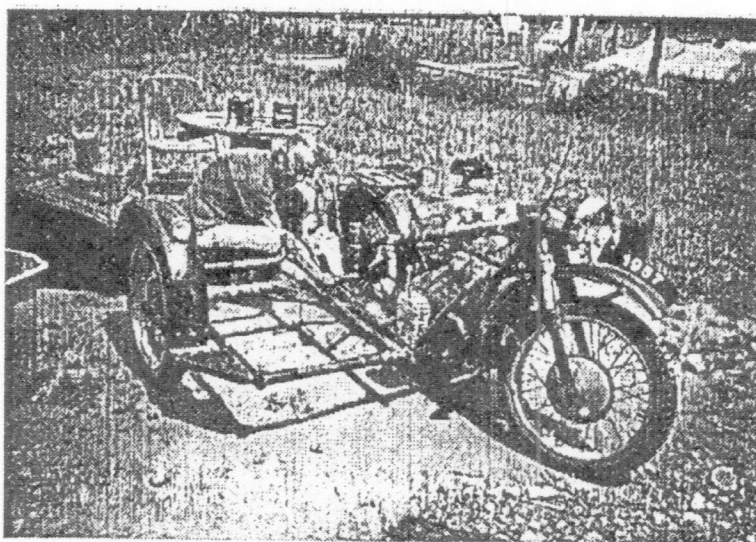
For Sale: 1957 Chang Jiang CJ-750 with zero miles. Never started, oregon title, tool kit, battery, tonneau, spare tire, covers, etc. Originally made for Chinese military from BMW R71 (1938-41) design. \$6250 OBO, trades? Gerry Paulsen, [redacted]

WANTED: 1957 - 1966 Jawa, Model 450 (175, twin pipe) Other (125,250,350cc models 450, 455, 559/03 also OK. Polish Junak, WSK, Osa scooter. Owner's & shop manuals, magazine tests on all these bikes. Bob (708) 595-2617

In Memory of Andy Rainwater

Andy Rainwater was a comrade, brother and a friend. Since I learned of his death, I find myself thinking of Andy often. It is hard to believe I will never again pick up the phone to hear his cornhusk Okie drawl.

Andy was the prime mover and founder of the Red Menace Motor Register. It amused him we could hook so many people together with so little organization, and he joked of forming the club into regional Cells for non rallies. We talked often and long on the phone. He would stop by and spend a few days when he came West for parts and bikes. His acerbic wit and deep mistrust of big government made for some amusing diatribes. Few people could string invective like Andy. When he wasn't railing away, his humor would become subtle, a dry, dry rustle you had to listen closely to make out.



I know of no one else who had such intimate knowledge of the Russian machines. Andy fancied himself something of a purist when it came to the motorcycles which were his passion. He was quick to deride faux Wehrmacht replicas and failed modifications. Yet Andy was a talented and inveterate tinkerer. He would not leave the machines alone, always searching for the magic modification which would make a bike more nearly perfect. I enjoyed taunting him with my quick and dirty fixes, but he was always so much better at it than me.

Andy understood life as a series of risks. He chose the risks he undertook and accepted the consequences. We will never know with certainty what happened the night he died. He was riding by himself. He went down in a corner. He was piloting a solo BMW with good disc brakes up front, after a summer of riding sidecars with very bad brakes. Something caused him to brake hard in the corner that night, and he lost it all at once. It may have been sidecar reactions which betrayed him; he locked the front end and high sided striking his head. I can imagine his shock and disbelief; his disgust with himself as he felt the bike go. Andy died a week later, August 4th, 1995, without regaining consciousness.

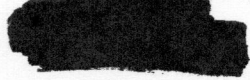
We will miss him for many reasons. He lived a good life and died doing what he loved. Good-bye and Godspeed Andy.

--Vernon Wade

More on Andy Rainwater...

This article appeared in a local entertainment paper last summer, I thought it captured the essence of Andy. Perhaps we you re-print it in Hammer & Cycle in lieu of an obituary. If you do, please include my name and address.

We will try to resolve any unfinished business Andy may have had with Red Menace members.

Todd Rasmussen


Name: Andy Rainwater

Occupation: Owner, Red Star Cycle Supply

The 44-year old Rainwater was born in Coburg, Germany and has lived in Austin, Tex., San Francisco, New York, Alaska, Mexico and Canada. He now lives in Coyle, Okla. and deal in Russian motorcycle parts and servicing.

Q: How long have you been an Okie?

A: *I came here in 1975 with the Rainbow Caravan in six or seven school buses and about 50 people. It was a rolling hippie commune.*

Q: How would you describe Russian motorcycles?

A: *Interesting, intriguing and mechanically troublesome.*

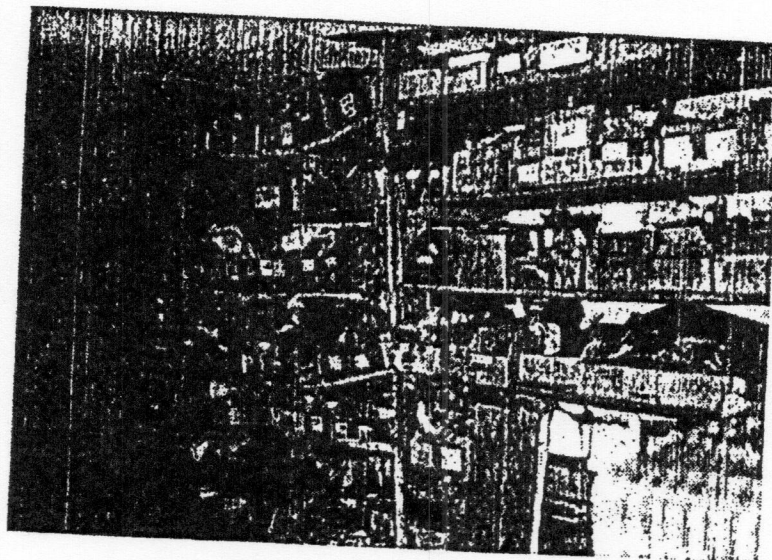
Q: What is your strangest memory from the Sixties?

A: *Riding from California to Missouri with two guys and a invisible dog in a '51 ford.*

WHAT HAVE YOU BEEN LISTENING TO LATELY?

1. Lisa Mednick - "Artifacts of Love" (Dejadisc, 1994)
2. Link Wray - "Wild Side of City Life" (Ace 1989)
3. Stray Cats - "Rant and Rave with the Stray Cats" (Capital, 1983)
4. Maria McKee - Self titles (Geffen, 1989)
5. Ugly Americans - Self titled (Fat Angel, 1994)

Compiled by Brad Piccolo,
Oklahoma Gazette July 21, 1994



Just a portion of inventory from Red Star Cycle Supply. Enough to start a new business. It is a shame to have these parts fall out of circulation. If anyone is interested in Andy's complete inventory of Russian motorcycle parts spanning several decades of Dnepr and Ural it *may* yet be available, please contact; *Todd Rasmussen*, [REDACTED]

Editor's notes, The future of RMMR...

Well Folks, many of you have wondered about the late newsletter and sent inquires regarding the future of the club. Up until now, most of the work in this project has been done by myself, with Andy contributing stories and technical information, and both Andy and Vernon providing encouragement. There have been other key people, but

real participation is needed to stay alive. We were also discouraged by the lack of a logo ideas for the RMMR logo contest. There were no entries. New stories are also rare.

Keeping that in mind, my personal life is also changing. I can no longer act as editor for the Hammer and Cycle. The club needs to find other willing active participants to survive. Many of you sent \$5.00 dues recently for 1996 subscriptions. Those registering before October 1995 were sent last years issue and this issue. Those registering in October 95 or later, should have your check returned in this issue.

As I hate reading soapbox sob stories, I should note that I am not complaining about the lack of active participants. My leaving has more to do with starting Law School this fall than an overbearing RMMR workload. Moreover, I still work full time and have a family.

Ideally, a reorganization should consist of three people at minimum. A secretary to transcribe letters and edit stories, a registrar/treasurer to handle subscription requests, and a clerk to stuff and address envelopes. Each of these activities alone take many many days. Up until now, I have done all three. Page layout is the most fun and there is no shortage of volunteers here. Page layout can be done by anyone with a good scanner and printer. So if you want to keep the RMMR, please volunteer to do something!

If volunteers arise, I am willing to send out a mailing to apprise all registrants about any procedural changes, subscription instructions, etc. I am also willing to provide some seed money since the RMMR account is null. If the

club fails to formally reorganize, then most of you should have the membership list of contacts, published technical information from back issues, and as much know-how as we could pass along. Continue to help each other as I have tried to do.

We are a very small niche in the motorcycle world. I hope that you all found these past few issues informative. I hoped to generate new interest in Eastern motorcycles and a good market. Not all of our goals were realized. However, It has been fun and I enjoyed hearing from many of you from around the world. I hope to see many of you on the road, driving these wonderful unique motorcycles from the Eastern world.

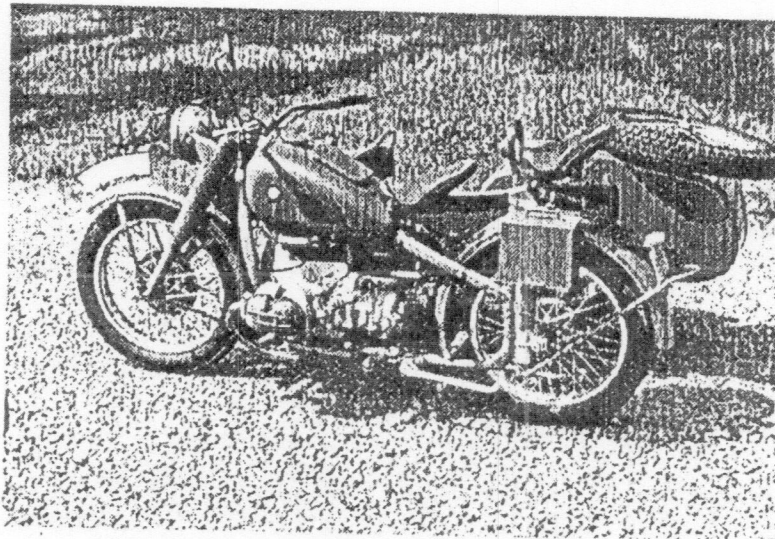
Ural and CJ tips...

I have some comments to the Ural and CJs. I think Andy and me, we could write a book about the bikes. But I think we should not make it too complicated for the writer. Basic tips are better, or a drawing to see a problem.

1. *The Chang Jiang M/C has no timing mark:* the best set up is, for the first time: take the cyl-head off and find (TDC). Turn the engine, so if it is set at 8mm or 5/16" before TDC. Make a punch mark on the casing and timing plate. The points just have to open now. This is the easy way.

2. *The CJ is maybe broken in after 4000 UM, not before.* The same goes for a *Dnepr* or *Ural*. Also the best way to break in an Eastern Motto is to take the sidecar off and drive it solo for a while. That is also what was done with all the old BMWs, NSU, DUW, Horex, and all. Or take it easy

with the side car on, not over 60km or 40 miles per hour. Check the oil every 100km or 60 miles. I hope some of us can get together and write a new maintenance and operator manual for the Dnepr - Ural - CJ Motorcycles.



3. *I have changed some parts on a new domestic Ural. Bing - Carbs, mode R60/2, new Cyl. Gaskets, new bronze valve guides, new Rocker shafts and bushings. The bike runs perfect. I have made an all stainless steal exhaust 2 in 1, it fits all the Dneprs, Ural, CJ and BMWs, left or right side. Also ammunition boxes with mounts can be mounted on side car. I am also converting Dnepr, Ural and CJs to BMW engines. I also have a partner in New Jersey, Aurelien "Ray" de Seze, Ph. (201) 402-1382, Fax (201) 402-1743 (see photo above, BMW/CJ conversion, built by Aurelien and Eckhard) In Canada contact Eckhard Schultz*

[REDACTED]
Eckhard Schultz

1994/5 Ural tips...

Dave Lorenz and I have just bought two Ural outfits from Ural America and are interested in sharing tips and information with owners of similar machines. I have written to, and received a letter from, Vernon Wade. Through Vernon I got a phone number for Andy Rainwater. Andy & I had a nice long chat about the mechanical aspects of the Russian & Chinese bikes. I am enclosing a copy of set-up notes that we took when setting-up Dave's black Ural (I have a red one). I've sent these notes to Ural America so that they might incorporate some of our experience to their knowledge. We talked the dealer, *Columbia Motorcycles of Vancouver WA*, into shipping the crated bikes to Kodiak where we would do all the set-up and the sorting out of the bugs. We got a bit of a discount from retail and I'd wager that a much more thorough set up job was done.

The black 1994 Ural arrived on March 3rd and was operational in time to do some frozen snow and ice riding. The red bike arrived April 5th and got a thorough set-up using knowledge gained from the first bike. The bike starts up immediately, runs strong, then dies after 2 to 10 minutes of riding. The spark disappears each time and reappears when the bike cools. After a couple of tows home it was decided that an ignition component was causing grief. I ordered a new electronic pick-up, black box, and coil but I am still waiting for the parts. I go to the garage every day and tinker, polish, adjust and re-adjust but the bike still only

runs 2-7 minutes. I am hoping that an improved ignition system or aftermarket items are available. Nothing worse than having a new bike that you cannot ride. Dave is giving all the women ride. They are looking at me thinking what kind of man cannot keep his Ural running? (April 21, 1995)

Notes from 1994 URAL TOURIST set-up.

Black Bike:

- * Modification made upon set-up and during break in,
- * Russian wire ties were suitable as garbage ties, replace with quality plastic wire ties
- * Replace cables with cables for Triumph Bonneville with Concentric Carburetors
- * Replace carburetor hose clamps with stainless steel american-made clamps.
- * Some fastener not painted or plated, were rusty on arrival, replace with plated items.
- * Manual choke not necessary on Mikuni carburetors and is a dirt entry area. Silicone lever area to seal air leaks.
- * Gas cap cheaply built and pops open underway. Rubber gasket failed. New design needed.
- * Silicone all exposed electrical connectors, master battery switch and grommets. Dielectric grease inside connectors

* Spark plug caps shorted to cylinder head, were found to be cause of intermittent running and plug fouling, replaced with KLG rubber caps.

* Aluminum points cover not mating to surface, sealed with silicone.

Red Bike:

* Delivered with 44km on odometer and 39km on trip meter. Mikunis installed, gas in float bowls.

* Stripped threads on lower front engine mounting stud, cut new threads with die.

* 'Boogered' threads on valve cover studs, cut new threads with die.

* Found top motor mount locknut (torque stay) on top of generators. 1st nut ready to fall over, tighten and double stay bolt.

* Drained, inspected and replaced all oils, no metal found in oil.

* Valve lash either too tight or way too loose on all 4 valves, reset valve lash.

Bill Quaccia
Dave Lorenz

Update on Bill & Dave 94 Urals...

I have just received Hammer & Cycle Vol. 2, No. 1 and have read it cover-to-cover. My knowledge of communist motorcycles is now quintupled! I had no idea there was so much variety and interest in this sector of cycling. My current interest is in the Ural family of outfits but I have owned and raced a CZ moto-crossers in the early seventies. I have logged about 2000 Km on a red Ural bought from Ural America in spring of 1995. My friend Dave Lorenz took delivery of a black Ural at the same time. We love the bikes and have had a good experience with the Ural America organization.

I am fascinated by the Cossack/Dnepr/Ural/Neval connections. A feature article on the complete history of this model, complete with all the various factories and import schemes, would be of great interest to me. Technical articles are always welcome to someone maintaining an off-brand in a remote area.

Dave and I bought the Urals to extend our riding season up here in the land of cold. Winters here on Kodiak Island are relatively mild compared to mainland Alaska but ice on the road and occasional snow presents a problem to solo riders. Weather protection on the Urals is augmented by lap aprons from Langlitz Leathers of Portland, OR and hippo hands. Lack of top speed is not a detraction on an island with little pavement and less than 200 miles of improved road, in fact, it is a plus.

The Urals require a bit more fiddling and we are learning some tricks on the care and feeding of these brand new

antiques. We have got them running well with few leaks and squeaks. I've got an electrical problem that requires putting the battery on the charger every so often. The alternator is putting out but not reaching the battery. Manuals and electrical diagrams provided are weak on the electrical system. This problem is not too serious since I am on an island. I am never too far from home but I want to solve the problem before I take the ferry boat to the mainland.

The front brake is awful. I think most of the problem is the outer cable which just acts like a big spring, allowing the lever to come all the way back to the grip without putting real pressure on the brake levers. Again, not a problem on the island but will it not be adequate on the mainland where vehicle speeds are faster.

I have been writing Ural America relaying to them our experiences in hope that they will be able to improve the product. I plan to keep this outfit indefinitely and want a distributor warehouse full of parts when I need them. (July 12, 1995)

Bill Quaccia

Selling your Eastern bike at auction, heed this warning...

Last year, I sold one of my Dneprs at a reputable classic motorcycle auction. Auctions are held each year during Daytona Bike Week, AMA Heritage Days, New Hampshire race week and at other major motorcycle events. Dneprs, CJs and Urals are rather rare in the motorcycle world. There is little price history available for those considering an auction purchase or sale.

The Dnepr/Neval that I sold at the Daytona auction last year was essentially a new 1981 leftover with only a few recent hundred miles on the odometer. The Dnepr/Neval two wheel drive sidecar combination was bone stock with a single SU carburetor, nary a scratch, no rust, and shinney chrome. It was serviced just prior to it's sale. (See H&C Vol. 1 Issue 2) It was ready to drive (as any new Neval).

Many times before I have sold classic cycles at the Daytona auction with good result. Therefore, I was confident that the auction would bring market price for the Dnepr.

At the auction there were only three bids for the Dnepr. The opening bid, a competing bid, and the closing bid. I was not present. Spectator's informed me that maybe two people in the audience recognized a Dnepr/Neval. Most attendees could not tell a Russian motorcycle from a Chinese or even an Argentine cycle. The Dnepr was a proverbial blue elephant. The auctioneer quickly moved on to the next cycle.

That sale brought only \$2500 for the Dnepr, which is the going price for a new sidecar! Yet my new sidecar actually had a motorcycle attached to it! After paying the auctioneer's commission, I received much less than \$2500. Needless to say, I was disappointed. *Moral of the story, Always set a reserve when selling an Eastern or Russian cycle, (consider always setting a reserve).*

But the story does not end. A few months later, I saw the alleged auction results printed in Walnecks Cycle Trader. My Dnepr, which was listed at the auction as being in #1 condition, was now listed as a #3, and sold for \$2500. The

incorrect listing essentially inflated the sale price by misrepresenting the condition. The error skewed the so-called auction results.

I phoned the auction company to inquire about the published results which incorrectly listed my cycle's condition. I was informed that #1 condition referred to new, or like new motorcycles that were either freshly restored or leftovers assembled from crate. My bike fit their criteria. The company then suggested that the error was simply a minor typo.

Yeah Sure! I suggest otherwise. *Second moral of the story; Do not believe auction results published in a magazine.* Go to an auction and verify the sale price of similar models yourself prior to purchasing or selling a cycle at auction. It doesn't matter how reputable you think the auction company is, you don't want to learn from a mistake firsthand.

Dave Najarian

In Search of Jawa, in the Czech Republic...

I Just returned last week from the Czech Republic, having just spent the month of July in school at the Charles University in Praha, attending a language course. Although there was practically NO free time. (the entire program felt like a long week, as there was something scheduled every day including weekends, and the very little unscheduled time we had was spent visiting relatives or friends) I did make a point of getting Tynec and Sazavou and tried to visit the JAWA factory. The factory is in serious financial trouble, it is for sale for a paltry \$1 Mil., but overburdened

with major debts. There are major concerns as to whether JAWA will survive the year.

Anyway, my mother (who is far more fluent in Czech than I) and I took the tedious (it stopped every two seconds) but beautiful bus trip to the little village where JAWA lives. We asked the driver how we would know where to go when we exited the bus-he said, "*Just cross the bridge . . . you cannot miss it*".

Sure enough, the village is primarily comprised of the factory and housing for the workers. The village is really very close to Praha, but it seems further by bus because of the number of stops! We arrived about 11AM on Thursday morning in late July, and it seemed terribly quiet to me. We saw almost no people, and there was no traffic of any sort. NOTHING was moving! It was like a ghost town!

My mother was the first to guess that everything was closed, but I chimed in with "*surely they don't close an entire factory just for vacations*". I soon learned from the 'gatekeeper' that yes, indeed, the factory was closed. It would be reopened Monday (naturally, two days after I returned home), and I could meet with my contact then. Unfortunately, the museum was also closed. The 'gatekeeper' would not even try to call anyone, nor part with a single piece of literature!!

We proceeded back, a bit dejected, when we walked past a ground-level window which was open. The sound of a radio was playing inside. We looked at each other, and said: "*There is nothing to loose by trying!*". We stuck our heads in, calling out a friendly 'Dobry den!' Although we startled the poor fellow (he had his back to us), he leapt to the window and asked what he could do for us.

My mother, in her best Czech explained our

situation, and he quickly apologized for the closed factory, but said he would call a 'Kamaradka' upstairs and see if he couldn't find something for us. Approximately 5 minutes later, he leapt to the window and proffered a luscious handful of posters and brochures of all the newest models he could find. I took a photo of him, for those who wouldn't believe my story. We proceeded to make our farewells. We walked back toward the river when I spotted a JAWA sign in a house-looking building just outside the factory. It turned out to be a small outlet for factory-fresh parts. It was OPEN!! I lost all hard-earned powers of language and begged my mother's patience while I ogled the shelves of parts visible. The nice woman behind the counter patiently waited. She must have chuckled to herself at my dumbfounded amazement gawking at all the lovely new JAWA parts in front of me. She quickly informed me that she had no parts for any models older than a couple years. Luckily, many parts have not changed! I bought three tire pumps (all stolen off my machines before I ever got them) and a complete new tool kit. We explained how far we had come, what we intended and that I had several machines needing restoration. She then told us to wait a moment. She returned from the back with a large, reverse dealer's window decal, a gift for us for coming, if we promised not to tell on her.

I was overjoyed and as we slowly returned by bus to Praha, We were soon reflecting on how the power of clear language and kind intentions can turn a potentially disappointing trip into a very special one. The moral is: If you want to visit any Czech factories, don't go in July!

Don Schumann

Jawa mailing list formed....

I have finally gotten a list of Jawa/CZ owners together. In addition to waiting until I'd gotten the bulk of the responses, I had to learn how to use one of these computers. That has been, and will continue to be, an adventure!

Anyhow, I apologize in advance for any mistakes. Please read over your entry and make necessary changes and send it back to me. Then, I'll try again. On this list I tried to put down what you sent. Of course, not everyone listed the same things, or listed them the same way.

For example, some gave the model number, IE. 353, but most didn't. If you can add any missing data, send it to me. If you see "XX", that means I don't have the year. I listed year, displacement, model number, and/or description in that order. Some of the names don't have any motorcycles at all. That's because I don't have the data. So help me out! The more complete the list is the better for us all.

At the end of your listing I have space for FAX number or E-mail address, if you want it added. By the way, you read the list from left to right in two columns. If you know of individuals, or clubs, or businesses which ought to be added, get me that information, too.!

If your name is on the list and you didn't give it to me yourself, someone else did. I'm sure their intentions were honorable; they were trying to help assemble as complete a list of Jawa/CZ owners in North America as possible (plus one New Zealander). However, if you don't want your name included, just say so and I'll take it off. The same goes for phone numbers.

Where is this going, you are asking yourself? Well

beyond generating the list and cleaning it up, I have no plans. I was just curious to know what had become of all those elegant European machines I admired as a teenager in the 60's. And since I'm now looking after two of them I need all the help and advice I can get from those of you who know what is what. This is my way of paying you back, in advance.

There is one more thing --- money. If you could send me a couple of dollars to help pay for supplies, stamps, etc. I would greatly appreciate it! A couple of you already did, one person even sending a check for \$10. Thank you! Any help will be appreciated, but I've enjoyed doing this regardless. I look forward to hearing from all and hope that you like the list. If there enough revisions to warrant it,. And I expect there will be, I'll print an updated version and mail it to you. (April 24, 1995)

Mike Thomason

[REDACTED]

Jawa owners list

[REDACTED]

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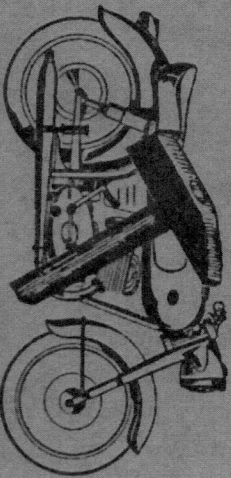
Classifieds...

--Editor not responsible for errors

For Sale: (1) 1980 Dnepr MT10-36 like new. Color black. \$4500 US. (2) 1980 Dnepr MT10-36 with R90/6 BMW engine, engine just rebuild. Color black, pin stripe. \$7500 US. (3) two 1957 CJ750's like new. Color black. \$5500 US. (3) CJ with R60/6 BMW engine electric and kick start, engine like new. amunition box, 2 in 1 stainless steel exhaust, reverse gear. \$7500 US firm. (4) New Dnepr sidecar, color black, pin stripe. \$1600 US. (5) Russian military bmunition boxes. \$150 each. Contact E. Schulz, Ph. 705-526-2575, 705-526-2585

WANTED: Velorex sidecar, older model preferred. Don Schumann, 700 N. 10th St., Duluth, MN 55802-1572, or call (303) 605-2663

For Sale: 1968 Ural motorcycle and sidecar, Total restoration on low millege bike. Concours winner, two first places. Probably the finest exanple in North America. Many upgrades throughout. \$8500. Wallace Brooks, 2650 Nical Ave, Oakland CA, 94602 (510) 201-8944



HAMMER AND CYCLE

THE RED MENACE MOTORCYCLE REGISTER

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